Cleveland, Alison N Cross, Anna M. Brook, Selina E. Tox, Arethusa I. Lopelli, Mary, Lardenbergh, Emil-

CATE-At Lakewood, N. J., March 31, Tansie Canfiell, wife of Dr. H. H. Cate

Funeral private Eastern papers please copy.

CLEVELAND-On March 20, Alless Nishet, widow of Professor Charles D. Cleveland, of Philadelphia, in her

DIMOCK -On Thursday evening, March 20, Sellas Suidow of Andrew Dimock and daughter of Samuel Harper, in the Still year of her age.

Funcal services will be held at her late residence, No. 145 East Tellast, Sunday afternoon, April 2, at 1600-00.

Relatives and friends are invited to attend. HARDENBERGH On Good Friday, Emily Irene Lech-wife of Henry J. Hardenbergh. Notice of funeral hereafter.

PELL- At Orlando, Fis. March 3), Arna, widow of Duncan Pell in her \$24 year. Funeral at Coopertown.

newspaper writer all his days. He learned his trade in the office of "The Lewiston Gazette." He subsequently published "The Alleghanian" at Ebonsburg, Cambria County, and for a time "The Johnstown Tribune." STILL-On Friday morning March St. Coles McCoun Still, out of Charlotte McCoun Still. Fineral private. Orange County papers please copy.

TOMPKINS At her home. West Somers, Third month 20th day, 1809, Eather Ash Tompkins, aged 71 years.

VAM. At Oringe N. J. March 31, in her 78th year, Margaret C. Vall, widow of Walter Vall and daughter of the late Jane Hetts Cultre and Oliver W. Willia. VISSMAN On Wednesday, March 29, 1809, at his resistence, Morristown, N. J. William Vissman, M. D. Funeral at Scottish Rite Hall, Medison eve and 20th et., New York City, Samuelay, April 1, 1809, at 12 o clock

A.-The Kensley Cemetery. - Private station Harlem Railroad, 43 minutes Depot. Office, 16 East 42d at.

Special Notices.

Tribune Terms to Mail Subscribers.

Ily twith Sundays, \$16 a year; 6 months, \$5; 0, he, \$2.00 one month, \$1.

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Weekly Tribune, usued Wednesdays, \$1 a year.
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a year-litestrated supplement with Friday's issue
Tribune Almanae for 1899-25 cents a copy, postpaid,
POSTAGIN-Extra postage is charged to foreign countries,
except Mexico and Canada, and on the daily in NewYork City.

prominent in politics and wealthy. Major Fulton REMITTANCES, it was the owner's risk MAIN OFFICE No. 154 Nassaulet.

WAIN OFFICE No. 154 Nassaulet.

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AMERICANS ABROAD will find The Tribune att.

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Irown Gould & Co., No. 54 New Oxford-st.

Irown Gould & Co., No. 54 New Oxford-st. MITTANCES, if sent in cash, unregistered, will be at intendent of the San Francisco Mint, and formerly Judge of the Probate Court of Albany, N. Y., is

is a convenient place Provence.

Bangs & Co., 91 and 93 Fifth Avenue,

Mr. Sherman has entirely recovered from his pneumonia; is convalescing and gaining strength slowly.

TO PROMOTE SCIENTIFIC RESEARCH.

UNION PACIFIC'S GENEROUS OFFER OF FRE

TRANSPORTATION. Cheyenne, Wyo. March M.-The Union Pa

Railroad Company has in preparation a circular letter of invitation, which is unique in the history of ratiroading, and will at the same time promote the interest of science and largely increase the interest of students of geology, paleontology and mineralogy in Wyoming and her extraordinary fields of gigantic fossil remains. The company will extend to each of nearly three hundred colleges and universities of the United States a cordial invitation to send an expert geologist or paleontologist, with a corps of assistants, to Wyoming the oming summer The invitations will offer, in the interest of sei-

ence, free transportation from Chicago on the east and San Francisco on the west to Laramie, Wyo. and return, for all members of such properly aubenticated parties, the transportation being good the wonderful fossil beds of this State with he the result, and that many museums will be greatly en-riched by the collections made. Botanists, enro-molecters and ornithologists will find in the high nlateaus and semi-arid plains of this State a rich held for work. The circulars referred to are now

TRANSATIANTIC TRANSLITERS.

Among the passengers who will sail from this port to-day for Havre on the French liner La Normandie are Mr. and Mrs. C. Boell, Mr. and Mrs. E. Constant, J. M. Echeverria, J. G. Hartford and F. L. Prince

On the North German Lloyd steamer Ems. fo Genoa, will be Mrs. William Brookfield, Mr. and Washington March 31. There are no disturbances of Mrs. Edward Brown, Major and Mrs. C Ewen, Mr. and Mrs. C. Edmunds, H. Huber, Mr. and Mrs. Charles T. Kountze, Mr. and Mrs. Charles A. Kellogg, J. M. Mauley, Mr. and Mrs. F. P. Morrison Mr. and Mrs. Martin Schafer, Mr. and Mrs. Daniel Staniford, Mr. and Mrs. Frank Trumbull and Mr. and Mrs. W. J. Walker.

The Cunard liner Umbria, for Liverno carry W. G. Bridgman, Joseph Brooke, D. W. Bogert, Winthrop Earle, Commander S. Hawke, R. N.; W. Jarratt, H. B. Keesing, C. C. Murphy, Mr. and Mrs. John Platt, J. A. E. Rayner, Thomas Stratton, Haro'd Weston and Bishop Whipple, of

Minnesoth.

These will sail on the Hamburg-American steamship Pretoria to Hamburg, Major John A. Darling, U. S. A., and Mrs. Darling, Mr. and Mrs. William Friedrich, Mr. and Mrs. H. M. Haar, Mr. and Mrs. C. W. Hamlin and John Wilson.

The following have taken passage on the Holland-American steamer Rotterdam for Rotterdam. Max Bouchsein, United States Consul to Harmen, Germany, Joseph I. Brittain, United States Consul to Nantes, France, and Mrs. Brittain, F. C. Carter, Jr. Dr. and Mrs. N. S. Jarvis, C. F. Suilivan and Max Kramer.

Max Kramer. MME, LEHMANN'S TESTIMONIAL.

The committee in charge of the Lehmann testi-

monial are especially anxious to have the number of names of subscribers as large as possible, irrespective of the amount subscribed. Therefore, any amount from \$1 upward will gladly be received by Miss Callender, No. 27 East Seventy-second-st. Mrs. Seth Low, No. 30 East Sixty-fourth-st.; Mrs

Mrs. Seth Low, No. 30 East Sixty-fourth-St. Mrs. Henry Villard, No. 145 West Fifty-eighth-St. Mrs. Winthrop Cowdin, No. 15 West Eleventh-St. Miss Agathe Schurz, No. 16 East Sixty-fourth-St. Mrs. Agathe Schurz, No. 121 West Fifty-fifth-St. Miss Heila Buchmann, No. 121 West Fifty-fifth-St. Miss Heila Buchmann, West One-hundred-and-eighty-first-St. and Mrs. Irving Putnam, No. 386 West Seventy-seventh-St.

The Colorado Specia, one night to Denver The Overlond Limited. California in 3 days. The North-Western Limited, electric lighted, to St. Paul and Minespolis-the United Superior Limited, to Duluth Superior and St. Paul eave Chicago daily via the Chicago parior and St. Paul leave Enguether information ad neapolis the Duluth Superior Limited, to i perior and St. Paul, leave Chicago dath via the and North Western Railway. For further infor-dress North Western Line, office, 461 Broadway

Dr. D. Jayne's Family Medicines never have been ecommended as cure-alls; but Jayne's Expectorant

behaved splendidly, lowering the boats with the greatest promptitude. Every woman was supplied with a life-belt. At first we thought there would LOSS OF STEAMER STELLA. be time for all the boats to clear away, but sud-

roadside. This he had taken up, cleaned and cooked, and found it very palatable. This meat had not caused any inconvenience. The beef had caused vomiting on each occasion. The surgeon of the 10th Cavalry had reported similar experiences among the men of that regiment

experiences among the men of that regiment as a result of eating the canned beef. Others had eaten it without apparent ill effect. The teef was tough, stringy, tasteless and devoid of nutrition, and Dr. Heyl thought its use had promoted disease in the Army.

MR. GIDDINGS'S TESTIMONY.

At this point the line of surgeons under ex

amination was broken in upon by the introduc-

tion of George H. Giddings, of San Antonio,

Tex., who had put in a bid to supply the beef

for Cuba on the hoof. In reply to a request

from Major Lee, Mr. Glddings detailed the par-

ticulars of various interviews with General

Eagan concerning the letting of the contract for

beef. His first conversation had related to the specifications for bids. Mr. Giddings had called attention to the fact that they were vague. General Eagan had then said that the specifica-

tions were necessarily vague, as he could not at that time give any specific information. Gen-eral Eagan had at that time said that his pref-

by confidence in it, but he did not think the frigerator beef could be made available in the

uban climate. "I had been in Cuba several imes myself." said the witness, "and I agreed with him that it would be impossible to keep the efrigerated beef in that climate without re-

Mr. Glodings then told of his visit to the Com

issary-General on July 1, when the latter in that the Secretary of War had sent for

the night before, and said that owing to the dif-

ference in price they had better give the re-frigerator beef a trial, and that he would have

'I then asked General Eagan if he had any

confidence in the proposition, and he replied that he had very little, but that the refrigerator

beef good for seventy-two hours after leaving the refrigerator. He also said that they had a preservative process by which they expected to be able to keep the beef in condition. But he said that if there was any dissatisfaction after the contract went into effect he would upset it and give the Texas cattlemen a chance."

Mr. Giddings then made a proposition to keep his combination of cattlemen together for the

rpose of taking the contract in the emergency ficated. He produced a copy of this docu-ent. He had represented, he said, a combina-

Major Lee that General Eagan had told him that when he was an officer in the field he al-ways drove his beef with him on foot, and that

ight this the proper way to supply be

you to do that?" I asked.

r the Army. Repeating his interview with Secretary Alger.

dings: "Well, the Secretary sent for me last night and told me that there was so much dif-ference in price that we should give the re-frigerator beef a trial."
"Did he order you to do that?" I asked.

'No,' he replied, 'but his wish amounts to ar

rder."
"General Eagan then repeated his want of onfidence, and reiterated that if the beef did not prove satisfactory he would annul the conact, for he would not let the soldiers be

poisoned."

In regard to General Eagan's reference to a preservative process, Mr. Glddings said that the General had told him that Swift & Co., who had made the lowest bid on refrigerator beef, had a process which would enable them to keep the heef for seventy-two hours after being taken from the refrigerator.

"To you believe it? I asked General Eagan." said Mr. Glddings, "to which he replied. The

"Do you believe it? I asked General Eagan," said Mr. Giddings, "to which he replied: Twe got to believe it. Twe got to give it a trial."

Mr. Giddings said his relations with General Eagan had been pleasant; that he had gone into the General's office frequently, because he felt that he had a right to do so. "If," he added, "General Eagan referred to me when he said he had forbidden some one admission to his office, the statement was untrue."

TALK OF POLITICAL PRESSURE.

General J. Hale Sypher, an attorney for the

Texas cattlemen, confirmed what Mr. Gid-

ings had said. He said that while he had not

visited General Eagan with Mr. Giddings, he

had seen him frequently and had talked fully

with him or this subject in the interest of the Texas men. "General Eagart" said the witness, "conveyed the impression to me that he distinctly and positively preferred berf on the block to refrigerator beef, and so I informed my people, sending for some of them to come here."

General Sypher said that he had first discovered a tendency to change his mind on the

part of General Eagan soon after the bids were opened. "He disclosed to me then," said the witness, "that the refrigerator beef men had

withess. That the refrigerator her had no volunteered to give a bond for the preservation of their meat for seventy-two hours after leaving the refrigerator. I asked him if he thought it possible to do this, and he replied: I don't believe it is unless they put up cold storage

Major Philip F. Harvey, who was chief sur-geon of the First Division of the Army at San-tiage, and Major A. H. Appel, who was in com-mand of one of the division hospitals, both testified, but neither had given especial at-tention to the beef used. Major Appel said he had never heard a good word said for the connect hear.

J. F. BAUDOUINE A BANKRUPT.

HE PUTS HIS PERSONAL AND FIRM'S LIABILITIES

AT ABOUT \$50,000 A MEMBER OF

John F. Baudouine, who lives at No. 1 West

Sixty-eighth-3t, and is a member of several clubs,

has filed a petition in bankruptcy individually and as a partner in the late firm of John F. Bandouine

& Co., importers of woollens, formerly at No. 925

Broadway. That firm was composed of himself. Andrew B. Worl and Frederick W. Scheibeler. It

1896, but the affairs of the copartnership have

Mr. Baudouine went into the woollen business in

1889. The firm Habilitles are \$2,005 and the firm

standing accounts. Six English creditors of the

firm, whose claims aggregate \$25,717, are secured by

five life insurance policies amounting to \$30,000. Besides the firm liabilities Mr. Baudouine has in-

dividual debts of \$16,694, of which \$5,290 are secured

by chattel mortgages on horses and carriages valued at \$11.700, and \$11.274 are unsecured. Of his

by challel mortigues to valued at \$11.700, and \$11.204 are unsecured. Of his unsecured debts \$5.000 is involved in a damage suit against him pending in the Westchester Supreme Court. The rest of the debts are for supplies, clothing, drygools, harness, horseshoeing, \$451, shoes, \$101, flowers, \$457, eab service, \$115, and medical services, \$67. The individual assets are nominally \$8,470, consisting of real estate, \$3,470, estate by courtesy in an undivided one-third interest in No. 56 West Forty-fifth-st., six horses, \$1,600, coaches, tandems and broughams, \$1,500, narness, \$500, and a claim against an insurance company for fire loss, \$1,000. He also has a claim for \$5.000 against the Union Railway Company for injuries to person and property, and he is a beneficiary under the will of Charles A. Baudouine, and is entitled to one-fourth of the income of the trust estate. It has been currently reported that his income was \$40,000 a year.

NOTES OF THE STAGE.

Mrs. Fiske will give a special matinee at the

Weber & Fields yesterday received a note from

George Alfred Lamb, counsel for Augustin Daly, warning them not to copy any scenery from "The Great Ruby," as the play itself and all its scenery

were copyrighted. Messrs. Weber & Fields re-ferred the note to their own counsel. They say that they have no intention of copying any of "The Great Ruby" scenery.

The Miles-Staverdale Quintet, an English organi-

zation, has been engaged to play in the concert hall

of the building formerly known as Olympia, when the north end of it, now to be called the New-York Music Hall, opens this month.

A REWARD FOR MRS. FISH'S DOG.

Mrs. Stuyvesant Fish, one of the best-known leaders of society in this city, has lost her pet dog, and offers a reward to any one who will return it to

her at No. 25 East Seventy-eighth-st. Mr. Fish teld

a Tribune reporter yesterday that the missing animal is a black French poodle, about seven years old. He answern readily to the name of Black, and is unusually bright and intelligent.

Fifth Avenue Theatre on Wednesday of next week, playing "Little Italy" and "Divorcons."

assets are nominally \$47,000, of which \$46,484 are out

was terminated by mutual agreement on October

That firm was composed of himself.

SEVERAL CLUBS.

-

a tendency to change his mind on the

on for carrying the contract into effect.

Mr Giddings said in reply to question

General Eagan had said, according to Mr. dings: "Well, the Secretary sent for me

men were prepared to give a bond to keep beef good for seventy-two hours after leav

rence would be for refrigerator beef if he

ARMY SURGEONS TESTIFY.

A MAJORITY SAY CANNED BEEF WAS

NOT GOOD FOOD.

SOME THINK IT NO WORSE THAN OTHER

MEAT FOR USE IN THE TROPICS-

EAGAN'S TESTIMONY AGAIN

CONTRADICTED.

Washington, March 31.-All but two of the

witnesses before the Army Beef Court of In-

quiry to-day were members of the medical staff

of the Army who were on service in Cuba.

The other two were George H. Giddings and

General J. Hale Sypher, who had been inter-

ested in securing contracts for supplying beef

on the hoof and on the block for the troops in

Cuba. They testified that General Eagan had

told them that the Secretary of War had asked

him to give the refrigerator beef a trial, while

Mr. Sypher said that General Eagan had cre-

ated the impression upon him that he preferred

beef on the block to refrigerator beef. Their testi-

mony throughout contradicted General Eagan's

evidence, and Mr. Giddings said that Congress-

man Hawley was present at several of his con-

ferences with General Engan. A majority of the

surgeons expressed the opinion that the canned

beef was unsatisfactory as food for the troops,

but some of them thought it no more harmful

Colonel Charles R. Greenleaf, chief medical

inspector of the Army, who was the chief sur-

geon in the field during the war, and was with

General Miles in his Porto Rican campaign,

was the first witness. He said that while in

Cuba on his way to Porto Rico he had been

able to give no attention to the food supply of

the troops, but while in Porto Rico he had to a

certain extent looked into the question of food,

though only incidentally. He there heard of no

complaints of importance except as to the char

acter of the cooking. His attention had not

been brought to any complaints concerning

either the canned or refrigerated beef. He had

caten some of the canned roast beef, and did not

relish it. "It was not pleasant to the sight,

he said. "and it was mawkish to the taste with-

In reply to a question as to what effect the

use of this meat as food would have on the

health of the troops, Dr. Greenleaf said: "The

effect of its use would be similar to the use of

all canned meats. If good and prepared with

condiments and vegetables, and not used too

much, it might be eaten without detriment. If

spoiled it would produce sickness, or probably

if used steadily the system would not accept

ments or vegetables, pall on the appetite, and

jound that in the hot climate of Porto Rico the

meat did not keep long when opened. He had

not taken the food question into account in con-

nection with the health of the troops, attribut-

THE BEEF AT SANTIAGO.

Army Corps in the Santiage campaign, testified

concerning the food supply of that campaign.

The hard bread he found good, and the canned

vegetables generally so. The canned beef,

of in such high terms. "We accepted it as a

part of the ration," he said, "and ate it as well

as we could; but it was unsatisfactory in ap-

pearance and entirely lacking in savor. It was

also stringy and tough, and in some cases it

decomposed, causing the cans containing it to

swell. I also noticed that it deteriorated rapid-

ly after being exposed to the air. The great

trouble seemed to be the lack of facilities for

cooking the beef. It was not so had in the

form of stews or hash as when eaten, as it was

necessary it should be used by the soldiers in

the field, without cooking or preparation in any

way. Taken in that way it was a very unsatis-

factory diet. In appearance it was bleached

and washed out, exsanguinated. It looked like

beef from which beef tea had been made. It

has struck me since that the nutritive qualities

of the beef were extracted in boiling, and my

He had been unable to trace any special dis-

eases to the food used in Cuba, but he thought

that the use of the canned beef would tend to

weaken men and cause disease. "After the

command became broken down by disease," he

said, "the canned beef became unendurable, and

nausea and dysentery became very common."

On the whole, he would not advise the use of

this food in the tropics, and he thought the

bacon ration would have been better. Most of

the canned beef used at Santiago bore the label

of the Wilson Packing Company. Ptomaines

and they might exist without being easily de-

The refrigerated beef, Dr. Pope said, was good.

The troops had been compelled to trim off

spoiled parts, but after this was done and the

meat had been nicely cooked it was palatable

Major Louis A. La Gorde, in command of the

reserve hospital at Siboney, said that the canned

roast beef had been furnished at his table in the

hospital and to the patients. "I was not espe-

cially fond of it," he said, "but as a substitute it took the place of fresh beef. When we could

cook it with vegetables it was far more palat-

able than otherwise. The patients in the hos-

pital used the canned meat regularly, and there

considerable diarrhoa, however, and I presume

much of this was due to the use of this and

other meats. The ration contained more meat

than it should have contained for food in that

Dr. La Gorde added that he did not believe

canned beef had been more harmful in sing disease than any other meat would e been. As a rule, the officers and men did

we been. As a rule, the blackering it neither like the canned meat, considering it neither iting nor nutritious. He, however, felt in

The refrigerated beef was generally satisfac-

tory, but he had noticed on some occasions a green soum on this beef, and the physicians had

noticed in a few instances that diarrhora seemed to follow the use of this meat by patients. Yet

wholesome fresh beef would have the same effect. He also expressed the opinion that promaines might be present without their presence being detected by smell.

"GREASY AND UNACCEPTABLE."

Captain M. W. Ireland, who was executive officer at the Siboney reserve hospital and sup-

plied the institution with food, considered the

canned beef "a coarse grade of beef, greasy

and unacceptable to the sight and taste." It

was used by the wounded rather than by the

sick, and many of the men complained that its

use caused nausea and intestinal troubles. He

considered it provable that the use of the bee had been conductive to typhoid fever. Dr. Ire land said that the refrigerated beef was also re

uisive to the taste when received, and that it vas of a soft consistency. It was necessary to rim it generally, and on three or four occasions

was of a soft consistency. It was necessary to trim it generally, and on three or four occasions it became necessary to reject entire pieces.

Major Henry L. Kliborn, who was chief medical officer of General Lawton's division at Santiago, said he had found the refrigerated beef generally in good condition, and he had found it necessary to reject only one-quarter of it at the division hospital. He did not attribute the sickness in Cuba to any part of the food, especially not to the refrigerated beef. No canned roast beef was issued to the troops in the field, but he had eaten it.

but he had eaten it.
Captain Ashton B. Heyl, who was chief surgeon of the Rough Rider brigade in the Santiago campaign, was the first witness at the afternoon session. He testified to being made

violently sick on three different occasions by eating canned roast beef, and on one occasion

beveral others who partock of the meat with him also became ill. Soon after this experience he had found a piece of bacon lying by the

inviting nor nutritious. He, however, felt in eating it that it was nutritious. "It was not like straw," he said, "yet it was rather taste

was no especial complaint about it.

and nutritious.

were, he said, characteristic of canned meats, testified,

personal opinion is that as food it possessed a plante

wrongly labelled roast beef," he did not speak

Colonel B. F. Pope, chief surgeon of the Fifth

He had

it. It would, if used daily and without condi-

the taste would revolt against it."

ing the sickness solely to the climate.

cut condiments, such as salt and pepper.

than any other meat in the Cuban climate.

VESSEL RUNS ASHORE ON THE CASQUET ROCKS IN A DENSE FOG-BRAV-

SEVENTY PERSONS DROWNED IN A DIS-

ASTER NEAR ALDERNEY.

ERY OF THE OFFICERS. Southampton, March 31.-The passenger steamer fifteen hours in the intense coid, and was finally Stella, plying between this port and the Channel crashed upon the Casquet Rocks, near the island of Alderney, yesterday afternoon, in a dens fog, and loundered in ten minutes, her boilers exploding with a tremendous report as she went down. About seventy persons are thought to be lost. The coasting steamer Lynx, which brought the news of the disaster here, picked up four boats and forty persons belonging to the Stella.

The captain and the other officers, most of the rew and many of the passengers sank with the Stella. A boat in charge of the chief officer capsized, and almost all its occupants were drowned. A few of them were picked up by other boats.

Another steamer has picked up a boat containing escaped from the wrecked steamer. They have been

The Stella had on board 220 passengers, who were going to spend Easter in the Channel Islands.

The Stella, which belongs to the London and Southwestern Railway Company, left Southampton at noon vesterday, conveying the first daylight ex cursion of the season to the Channel Islands. There were about one hundred and eighty-five passengers on board, and the crew numbered thirty-five me The weather was foggy, but all went well until the

afternoon, when the fog became most dense. At 4 o'clock the Casquet Rocks suddenly loomed up through the fog bank, and the steamer almost immediately afterward struck amidships. The cap tain, seeing that the Stella was fast sinking, ordered the lifebeats to be launched. His instructions were carried out with the utmost celerity, and the women and children were embarked in the boats Then the captain ordered the men to look after themselves.

STORY OF A SURVIVOR.

A survivor states that he and twenty-five others put off from the Stella in a small boat. The sea was calm, but there was a big swirl around the rocks. When this boat was a short distance away from the wreck the boilers of the Stella burst with a terrific explosion and the vessel disappeared stern foremost in the sea. The last thing the survivor saw was the figure of the captain of the Stella standing calmly on the bridge and giving his last

The survivor referred to said: The suction was so tremendous that we thought our boat would be engulfed. I saw five boats and a collapsible boat, besides our boat, leave They contained altogether between eighty wreck. and one hundred persons. Five of the boats soon lost to view, but we took a boat filled with women in tow, and the occupants of our boat took the oars in turn and rowed all night long, until

most of us dropped asleep, thoroughly exhausted "We sighted a sallboat at 6 o'clock in the morn ing, but the Great Western Railway Company' steamer Lynx, from Weymouth, had meanwhile hove in sight. She bore down on us and took us all on board. She eventually landed us a

The Great Western Railroad Company's steame Vera, from Southampton, picked up forty others of the survivors and landed them at Guernaey. According to the late t estimates of the officials of the London and Southwestern Railroad Company, not more than seventy persons were drowned out of the two hundred and twenty on board the Stella when she struck on the rocks. however, place the number of drowned

SCENES AT RAILWAY OFFICES.

The disaster caused intense excitement in the island of Guernsey and here. There were harrowing scenes at the offices of the London and Southwestern Railway at both places. Many Guernsey families lost one or more relatives.

Husbands are inquiring for their wives and wives are asking for their husbands; parents are seeking news of lost children, and children are making in quiries for missing parents. All the flags are halfmasted at St. Peter-le-Port.

Up to noon to-day 102 passengers had been accounted for, including J. Parton and his wife, Mr. Parton is the manager of the Western London office of the American Line.

It is thought probable that the Partons were the only Americans aboard the Stella, as the list of survivors does not contain the names of any other Americans so far as known.

The second mate was the only officer of the Stella who was saved. Later accounts say that the Stella had 140 passengers on loard, and that her erew numbered forty-two persons.

very low order of nutritive value. It was a very trying food unless eaten with the eyes. The roast feature of it," he added, "was that he gave little attention to it. "Some days that he gave little attention to it. "Some days that he gave little attention to it." Some days that he gave little attention to it. "Some days that he gave little attention to it."

later," General Sypher said, "General Eagan informed me that owing to the great difference in price he would have to give the refrigerator beef a trial. "Trial" was the word he used."

The witness said in reply to a question by Major Lee that General Eagan had said something about "political pressure" as the reason for the necessity to make the trial, and that he had said something about his conference with the Secretary of War. As to just what he had said on this latter point, he could not remember, but he thought Mr. Giddings had stated it correctly. Ricks
A survivor of the Stella named Bush says the speed of the vessel in the fog was not diminished, though the fog whiseles were sounded. Bush adds that at 3.20 a m, the engineer showed to him in the engine-room a distregistering a speed of 182 knots, and that the vessel struck within twenty-five minutes afterward.

Bush further asserts that two lifeboats were sunk with the steamer, which, after resting on the rocks for ten or fifteen minutes, split in two and disappeared.

opeared,
uing Bush said: "When the Stella disdifferty or fifty persons were discovered
to pieces of wreekage or cabin furniture
tag pitcously for help. All the passengers
we had been provided with lifebelts and
as little panic as the ship sank. I first re was little panic as the ship sank. I first ped into the water and then swam to one of the is, into which I was helped. We rowed superly in the direction of Guernesy, but seven as helper we found ourselves near the scene of wreck, and saw dozens of persons clinging to rocks." the rocks.

The boat in which Bush was a passenger was atterward picked up by the Lynx.

GOOD ORDER PREVAILED.

The passengers all agree that perfect order and discipline prevailed on board the Stella. The crew promptly took up their stations when the steamer struck, served out the lifebelts and lowered the

The scene at the moment of the sinking of the The scene at the moment of the sinking of the vessel was heartrending. Women were screaming and praying and people were clinging to spars and other wreckage in other directions. Those who had succeeded in cetting into the boats had a narrow escape from being enguifed on account of the suction crussed by the shiking vessel.

The voice of Captain Rooks, from the bridge, was frequently heard urging the rowers to pull for their lives.

boats were adrift for fifteen hours, during a time their o-cupants were without food or and, as their clothes were drenched, they red greatly, aliesster is generally attributed to the high at which the steamer was travelling in the

for the steamer Honfleur returned this evening, after having made the circle of the Casquet Rocks. She picked my two honts containing women's clothing, money, jeweiry and an opera-glass case. The last had evidently been used in bailing.

Many most pathetic incidents are reported. In several cases men lifted their wives and children into the boats and then perished themselves in their presence. One wife who was thus bereaved

lost her reason.

A large number of the survivors arrived here without any clothing, clad only in blankets.

The steamer Stella, which belonged to the London and Southwestern Railway Company and ran in connection with its land service, was built at Clydebank by J & G. Thompson in 1830. She was 153 feet long, 35.1 in width and 14.8 in draught. Her gross tonnage was 1,603 and her horse-power 495. She was steel built, had two screws, eight compartments, water ballast and triple-expansion engines, with schooner rig.

NEWS OF THE DISASTER IN LONDON. CROWDS AT THE RAILWAY OFFICES-STORY OF A SURVIVOR.

London, March 31.- The news of the disaster the Stella spread slowly through London, in the absence of the usual evening newspapers, to-day being Good Friday. As the afternoon advanced small groups gathered at the Waterloo Station where many painful scenes were witnessed among the inquirers for friends at the railway offices. A large crowd collected to wait the arrival of the train from Southampton at 3 o'clock this evening, which brought three of the survivors, David King, n London merchant, and Messrs. Helibron and Greener, all of whom were wrapped in great rugs and hore evident traces of their sufferings. They were immediately surrounded and anxiously ques-

Mr. King, who was among the last to leave the The greater part of yesterday was exceedingly

but toward evening we encountered a mist, which soon developed into a dense fog. There was, however, no apprehension. Suddenly shock told us that the Stella had struck the rocks Screams rent the air, but the coolness of the officers considerably allayed the excitement. The crew

HOURS: Morning. Night. 30.0

between 45 and 57 degrees, the average (40) being 45, higher than that of Thursday and 5 higher than that of Thursday and 5 higher than that of the corresponding day of last year. The weather to-day will be fair and cooler.

Branford, Conn., March 31.-Walter Foote, one of the best-known citizens of this place, this morning, at the age of forty-six years. He was Town Clerk, Town Treasurer, Judge of Probate and treasurer of the Branford Savings Bank.

PROFESSOR BRADBURY L. CILLEY Exeter, N. H., March 31.-Bradbury L. Cilley, fo forty years professor of Greek at Phillips Exeter Academy, died this morning.

OBITUARY.

WALTER FOOTE.

Bradbury Longfellow Cilley was born in Notting ham. N. H., in 1838. He entered Exeter as a stu dent in 1851, and was graduated from Harvard in the class of '58. He was first an instructor Alhany Boys' Academy, and in December, 1838, was chosen professor of ancient languages at Phillips Exeter. He went to Exeter with no extation of long continuing to teach, and, in he began legal studies under Gilman Marston Last February he celebrated the fortleth anniver sary of his engagement with the academy, and received congratulations from old students in all

ceived congratulations from old students in all parts of the country.

When Professor Cillev joined the teaching corps at Exeter that institution was a small concern with less than one hundred students. He saw the school grow, until now it is one of the most famous as well as efficient preparatory schools in America. The hold he had upon the affections of the students and the alumnt of the school was remarkable. Recently his old students subscribed the sum of \$1.200 for a portrait of him, which they presented to the academy.

Professor Cilley was connected with the Longfellow and Buttler families of New-England. He leaves a widow and three children. Among his brothers in this city is John K. Cilley, president of the Ninth National Bank.

of this city, died suddenly to-day at his home here.

He was sixty-one years old. Mr. McMichael was

a son of the late Morton McMichael, at one time Mayor of Philadelphia, and brother of Colone Clayton McMichael, present City Treasurer of this

COLONEL JOHN M. BOWMAN.

Bedford, Penn., March 2t .- Colonel John M. Bow-

man, Editor of "The Everet: Republican," died at

Everett Bedford County, to-day at the age of sev

enty-three. Colonel Bowman was a printer and

ASSISTANT PAYMASTER-GENERAL GLENN.

Baltimore, March 21. George E. Glenn, Assistan

Paymaster-General U. S. A., died at Johns Hopkins

vice in the Cuban and Porto Rican campaigns, and

contracted his filness while so engaged Two weeks ago he came to Baltimore for treatment, after

having spent two months in the hospitals at Washington. He was a native of Clacimant, whither his body will be taken to-morrow, accompanied by Mrs. Glenn.

ARTHUR HOWELL BURDICK.

Arthur Howell Burdick, of Orange, son of the

late S. C. Burdick, died yesterday morning at the

home of Irving McKesson, No. 247 Fifth-ave., this

ity, from congestion of the kidneys, after a brief

Elness. He was born in New-York in 1872. His

purents moved to Orange in 1876, and he was edu-

cated in the Dearborn-Morgan School, in Orange

cated in the Dearhorn-Morgan School, in Oranice, He was in the five Insurance business with Owen & Phillips, in the Bennett Building, New-York His brother, Sergeant Harry L. Burdlek, of the Astor Battery recently returned from Mania. The funeral will be held at No. 113 Highland-ave. Orange, on Monday at 2:30 p. m., by the Rev James T. Dickerson.

OBITUARY NOTES.

Schnatterly, of Uniontown, Penn, died at Homeopathic Hospital this morning.

Pittsburg, March 31.-Ex-State Senator T. B.

Chicago, March 31.-Major D. C. Fulton, of Hud-

son, Wis., died of heart trouble to-day at the Poly-

technic Hospital. He was sixty-one years old

was a gallant soldier in the Civil War, and late served as a trustee of the National Soldiers' Home-

Oakland, Cal., March 31.-Israel Cawton, Super-

dead. He died of heart failure and brain trouble. He was born on August 2 182, in Albany Count. N. Y.

MR. SHERMAN STEADILY IMPROVING.

HIS PHYSICIANS SAT HE HAS ENTIRELY RECOV-

ERED FROM PNEUMONIA

Washington, March 31.- Ex-Secretary Sherman

continues to improve steadily. The following bulle-tin was issued by his physicians to-day:

Hospital to-day of pernicious næmia. He saw ser

The eight survivors who were landed at Cher-bourg by the tug Marsouin were picked off a float-ing furniture van by a fishing boat.

One passenger says he remarked to the crew on the high rate of speed at which the Stella was travelling in the fog. telling them he did not con-sider it safe. "The Datty Mail?" will publish to-morrow dispatches from several passengers urging the paper to demand a thorough investigation as to whether or not the steamer was racing against Two bodies were washed ashore on the Island of WALTER MIMICHAEL

Philadelphia, March 21.-Walter McMichael, one f the former owners of "The North American.

PERILS OF SURVIVORS. London, April 1.-The Cherbourg correspondent

of "The Daily Mail" says: "The eight passengers of the Stella who were landed here were rescued from a boat that orig-inally contained fourteen men. The boat capsized and six were drowned. The others clung to the keel for five hours and then managed to right the boat, which was half full of water."

denly the boilers burst with a denfening report,

Mr. King and two firemen, Osborn and Bayley,

were the last to leave the vessel. He had just

given up a life-belt to aid a clergyman's wife, and

was literally pulled into a boat by Second Mate

Reynolds, who was instrumental in saving many

The boat, with twenty-two persons, drifted for

picked up by the Great Western Railway Com-

He saw one upturned, with children clinging to it.

the fog was merely in banks, as is the usual ex-

ecame continually denser, he lost his bearings.

sation-a noise of metal and woodwork being torn

rocks at full speed and her side being ripped ope-

When she slid off the rock she turned completely

The eight survivors who were landed at Che

Other accounts say that Captain Reeks supp

perience, and decided to run through it, but

over, carrying a lot of people with her.

pany's steamer Vera, from Southampton

rending the ship amidships."

EIGHT MORE RESCUED.

Cherbourg, March 31.-The tug Marsouin has ar rived here, and reports having picked up a boat containing eight passengers of the British steamer Stella, wrecked yesterday afternoon on the Casquet Rocks in a fog. All the rescued persons were suffering from injuries.

MRS. MARTHA B. STEVENS ILL.

THE MISTRESS OF CASTLE POINT IN A PRE CARIOUS CONDITION.

Martha B. Stevens, of Castle Point, Ho boken, who has been ill for several days, suddenly became worse late yesterday morning, and messengers were sent to the Church of the Holy Innocents, Hoboken, where members of the family were attending service, to summon them to her bedside Stevens told a Tribune reporter last evening that his mother's illness had taken serious turn, but he did not think she was in any immediate danger. He said, however, that sh was in a precarious condition.

Mrs. Stevens is the widow of Edwin Augustus Stevens, the famous engineer and capitalist, who died in Paris, France, August 8, 1868. Her maiden name was Martha Bayard Dod. Her husband became in 1820 manager of the large Hoboken estate of his father, Colonel John Stevens, and in 1825, with his brothers, came into possession of the Union Line of steamboats, which ran to New-Brunswick, and the stages which ran to Philadelphia When the Camden and Amboy Railroad was chartered, in 1820, he became its treasurer, and managed its finances for thirty-five years, his brother, Robert L. being president. The two brothers did much to perfect the American system of railroad transportation, and they established the Hoboken forry. He founded Sevens Institute, in Hoboken, with a gift of \$550,000, Mrs. Stevens founded and endowed the Church of the Holy Innocents, in Willow-ave, Hoboken, and has been personally active and generous in church and charitable work. Her children are Colonel E. A. Robert L. and Richard Stevens and Mrs. Archibald Alexander, all of Castle Point, Hoboken. of his father, Colonel John Stevens, and in 1825.

JOHN BLAKE WHITE.

A CORRECTION IN REGARD TO HIS PICTURES IN THE SENATE CHAMBER.

To the Editor of The Tribune Sir: In justice to a generous and patriotic donor and to preserve the true record permit me rect a mistake in the notice of "Two Old Pictures, Souvenirs of an Early American Painter," which accompanied most admirably executed reproduc-

tions of two of the pictures which new adern the walls of the United States Senate Chamber Washington-works of my father, the late John Blake White, of Charleston, S. C. You erroneously mentioned that these works of re required by nurchase by the United States. edition (March 19), one called "The Rescue" and the other called "General Marion's Sacrifice," to-gether with a third companion picture of "Mrs. Motte Presenting the Burning Arrows to General Lee" to set fire to her plantation mansion for the purpose of disloiging the British troops there intrenched, were inherited from our father, the late

John Blake White, the artist alluded to, by my John Blake White, the artist alluded to, by my brother, Dr. Octavius A. White, formerly of Charleston, S. C., now a resident retired physician of New-York City. They were not sold, but were presented by him, through United States Senate, in plous regard for the memory of our distinguished father, who was not only a pupil of Sir Benjamin West and had profused numerous historical works of art of well-recognized merit, but was an author and a poet, whose works were scarcely less renewned than were the productions of his easel.

Beaufort, S. C., March 2, 1899.

ALARM CLOCK RETRAYS A THIEF.

Thomas Gylcennen, forty-five years old, of No. 22 Concord-st., Brooklyn, called on Mrs. Mary Gilson, at No. 100 East Fifteenth-st., yesterday evening, and asked for a person who did not live in the house. Mrs Gilson invited the man into her parler and said she would see about the person he wished to find. She left the room to make an inquiry and returned a moment later to find the inquiry and returned a moment later to find the stranger gorle. Suddenly down stairs about half way, she heard an alarm clock ring out, and glancing toward her mantle she noticed that her clock was gone. She gave pursuit and her cries of "Stor theft" were taken up by a hundred or more persons who joined in the chase. Above the tumult could be heard the furious ringing of the slarm. The man was cought at First-ave, and Twelfth-st. by a policeman.

THE WEATHER REPORT.

VESTERDAY'S RECORD AND TO DAY'S FORECAST. consequence on the map to night, although the pressure remains low from the upper lake region eastward, on the Gulf Coast and in the Atlantic States. During the the Gulf Coast and in the Atlanto States. During the last twenty four hours there have been rains from the Ohio Valley southward and southeastward, and rains and srows from the lower lake region ensuward, and also light local anows Thurslay night in the Central West. The temperatures remain quite high on the Atlantic and Guif coasts, while in the central valleys and West, clear and comparatively cold weather is general, the temperature having fallen 10 to 23 degrees in the Ohio Valley and Gulf States, except on the Gulf Coast. In the Pacific Coast and plateau regions fair weather has continued const and plateau regions fair weather has continued with little change in temperature. Fair weather is indicated generally in all districts during Saturday, and will probably continue during Sunday from the Missiesippi Valley castward. It will be colder Saturday in the Middle and South Atlantic States and on the Central and Elast Guif Coast. The winds on the Atlantic Coast will become brisk westerly.

DETAILED PORECAST FOR TO-DAY. For New-England, fair Saturday and probably Sunday; For Eastern New-York, fair Saturday and probably

Sunday colder Saturday in extreme south winds becoming brisk westerly. For New-Jersey, fair; colder, except on the souther

coast, winds becoming brisk northwesterly, Sunday far.

For the District of clumbia, Eastern Pennsylvania, Delaware, Maryland and Virginia, fair, colder, fresh westerly winds, fair Sunday brisk western Pennsylvania, For Western New York and Western Pennsylvania, fair Saturday and probably Sunday, brisk westerly winds, TRIBUNE LOCAL OBSERVATIONS.

29 5 In this diagram the continuous white line shows the changes in pressure as indicated by The Tribune's self-recording barometer. The dotted line shows the temperature as recorded at Perry's Pharmacy.

does cure Throat and Lung diseases,

Bar. Inch.

The London office of The Tribune is a convenient to leave advectisements and subscriptions.

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Credit Levennale. Bureau des Firancers.

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Postoffice Notice. (Should be read DAILY by all interested, as changed, may occur at any time.)

Fureign mails for the week ending April 1, 1800, will Fureign mails for the week ending April 1, 1800, will clear operately in all cases; at the General Particular as

THANSATLANTIC MAILS.

SATURDAY—At 6 a m. for Europe, per s. s. Umbrie, the Queenstown detests for France Switzerland, Italy, the Queenstown Turkey, Exppt and British India must. Spain. Portugal Turkey, Exppt and British India, per s. s. 1 a m. for France, the directed per Umbria ; s. 1 a m. for France, the Martin India, per s. s. 1 a Normandie, via Havre Getters for other parts of Europe must be directed "per La Normandie"; at 8 a. m. for Neinerlands direct, per s. s. Enus. via Naries Botterdam detters must be directed. "per fatterdam"; at 9 a. m. for Italy, per s. S. Enus. via Naries detters must be directed. Per Europe, via 11 a. m. for Normay direct, per s. s. Thingwilla detters must be directed. THANSATLANTIC MAILS.

*PRINTED MATTER ETC German steamers salling on Tuesdays take Printed Matter, etc., for Germany, and Specially Addressed Frinted Matter, etc., for other parts of Europe. American and White Star sceamers on Wednesdays, and Cunard French and German steamers on Saturdays take Printed Matter, etc. for all countries for which they are advertised to carry mail.

After the closing of the Supplementary mails are opened on the piers of the American Brailish Franch and German steamers, and remain open until within Ten Minutes of the hour of salling of steamer.

MAILS FOR SOUTH AND CENTERAL AMERICA. WEST

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC

INDIES, ETC.

SATURDAY—At S a m for Bermuda, per s. s. Trinicad; at 10 a m supplementary 10 lb a m for serume letand, Jamaica, davantila Carinagens and Greytonn, per s. s. Alenc clueters for Costa Rica must be directed per Alenc letters for Costa Rica must be directed per Alenc letters at 11 a m for La Plata Countries direct, ser b s. Bellons; at 11 a, m, tor La Dia a m.) per Seneca let 11 la m, toupplementary 11 lb a m, for Cuba, per s. Seneca let 11 a, m, templementary 110 m for St. Kitts Gaudaloupe, Martibylue and Issuardia and Carthagena via Curacao, per s. s. Hidur; at 12 m for 81. Kitts Gaudaloupe, Martibylue and Issuardia, per s. Talleman at 1 p, m, tor Noevina, Gibara and Baracca, per s. Ella at 1 p, m, tor Noevina, Gibara and Raracca, per

Mails for Newfoundland, by rail to North Sydney, and thence by steamer, close at this office daily at \$.00 pm. commenting close here every Monday, Wednesday in commenting close here every Monday. Wednesday and Saturday). Mails for Miquebon, by rail to Boston, and shence by steamer, close at this office daily at \$.20 pm. Mails for tuba, by rail to Port Tampa, Fla., and thence by steamer, close at this office daily exacept Monday) at \$7 a. m. (connecting close here every Sunday. Wednesday and Friday). Mails for close, by rail to Mismi, Fla., and thence be steamer, close, at this office every Monday. Tuesday and Saturday at \$2.20 a. m. connecting close here every Tuesday and Saturday in (connecting close here every Tuesday and Saturday and Advis for close at \$1.00 pm. Mails for dispatch by steamer, close at this office addressed for dispatch by steamer, close at this office addressed for dispatch by steamer, close at this office and daily at \$2.30 p. m. and \$2.30 p. m. Registered mail closes at \$5 p. m. previous day, Effective mail closes at \$6 p. m. previous day, Effective mail closes at \$6 p. m. second day before.

TRANSPACIFIC MAILS

TRANSPACIFIC MAILS

Mails for China Japan and Hawail, per s. s. Nippen
Maris (from San Francisco) close here daily up
Maris (from San Francisco) close here daily up
to April 6, at 6:30 p. m. Mails for China and Japan, per
s. Empress of Japan (from Vancouver), close here daily
up to April flo at 6:30 p. m. Mails for Australia (except
up to April flo at 6:30 p. m. Mails for Australia (except
those for West Australia, which are forwarded via Eutropes. New. Zealand, Hawaii, Fiji and Samoan Islands,
per s. s. Mariposa (from San Francisco), close here
daily after March 165 up to 6:30 p. m. on day of arrival of s. s. Campania, which will probably arriva
rival of s. s. Campania, which will probably arriva
file flow of the Society Islands, per ship City
of Papeiti (from San Francisco) close here daily up to
April 2 at 6:30 p. m. Mails for Hawaii, per s. s.
Australia (from San Francisco) close here daily up to
April 2 at 6:30 p. m. Mails for Hawaii, per s. s.
Australia (from San Francisco) close here daily up to
April 2 at 6:30 p. m. Mails for Hawaii, per s. s.
Australia (from San Francisco) close here daily up to
Transpacific mails are forwarded to port of sailing daily,
and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. Hegistered mail closes at 6 p. m. previous day.

CORNELIUS VAN COTT, Postmaster.

Postoffice, New-York, N. Y., March 24, 1999. TRANSPACIFIC MAILS.

Burdick, Arthur H.

CILLEY In Exerce, N. H., March 31, Professor Bradbury L. Cilley, aged 60 years 8 months and 25 days. Puneral at Phillips Academy Chapel Monday, April 3, at 3 p. m. Train for Exerce Inaxes Seaton 1:15 p. m., leaves Exerce 2-50 and 6:05.

CHORS-On Tauraday, March 20, Anna Maria, widow of the late Dr. William Cross. Funeral services at her late residence. Rhinebeck, N. T., Sunday, at 2 o'clock p. m.

ordinek. It is carmently requested that no flowers be we

FOX In this city, March 20, at the home of her ex-inciam. John D. Tucker, Mer. Arethusa I. Fox, in the S3d year of her age.

GOPSILL. On Thursday March 50, Mary, daughter of the late Thumas Goppell, Puneral services Faturday, April 1, at 1 e clock p. m., from her late residence. No 272 Montgomery-st., Jerop (19), N. 200

HOPWOOD-On March 31, 1895, Everard Farrings, only son of Everard R. and Kate Kima Price Record word, aged 8 years 11 months and 19 days.

Funeral private from residence, No. 78 3d ave., Neward, No. 78

MASTERTON At Mount Vernon N. T. March 31, 1885, Avis L. mildow of Robert M. Masterton and daughter of its jate Willet and Mary J. Seaman, in her 554 year. Notice of funeral broadier. M'NULTY Suddenly, in New-York City, on Priday, March 17, 1899, Marcha Campbell McNulty,

SWINDURNE As the residence of ter mather, No. 12 West 121st et., on Thursday evening March 30, Helea Adete, whites this of the late Dr. Halpn E. Swinburne, in the 7th year of ner age.

Funeral private.

TUCKER At Savannah Ga. Tucsday morning, March 18. Adaline, youngest daughter of the late Joseph and

Louisville papers please copy